

L. & N.

Time Card No. 147

Effective Sunday, April 12, 1914.

TRAINS GOING SOUTH.

No. 93—C. & N. O. Lim. 11:56 p. m.
No. 51—St. L. Express 5:35 p. m.
No. 95—Dixie Flyer 9:01 a. m.
No. 55—Hopkinsville Ar. 7:05 a. m.
No. 53—St. L. Fast Mail 5:33 a. m.

TRAINS GOING NORTH.

No. 92—C. & St. L. Lim., 5:25 a. m.
No. 52—St. Louis Express, 9:52 a. m.
No. 94—Dixie Flyer, 6:54 p. m.
No. 56—Hopkinsville Ac. 8:55 p. m.
No. 54—St. L. Fast Mail 10:18 p. m.

No. 51 connects at Guthrie for Memphis and to date as far south as Erie and for Louisville Cincinnati and the East.
Nos. 52 and 53 make direct connections at Guthrie for Louisville, Cincinnati and all points north and east thereof. Nos. 52 and 53 also connect for Memphis and way points.
No. 55 carries through sleepers to Atlanta, Macon, Jacksonville, St. Augustine and Tampa. Also Pullman sleepers to New Orleans. Connects at Guthrie for points East and West. No. 55 will not carry local passengers for points north of Nashville, Tenn.

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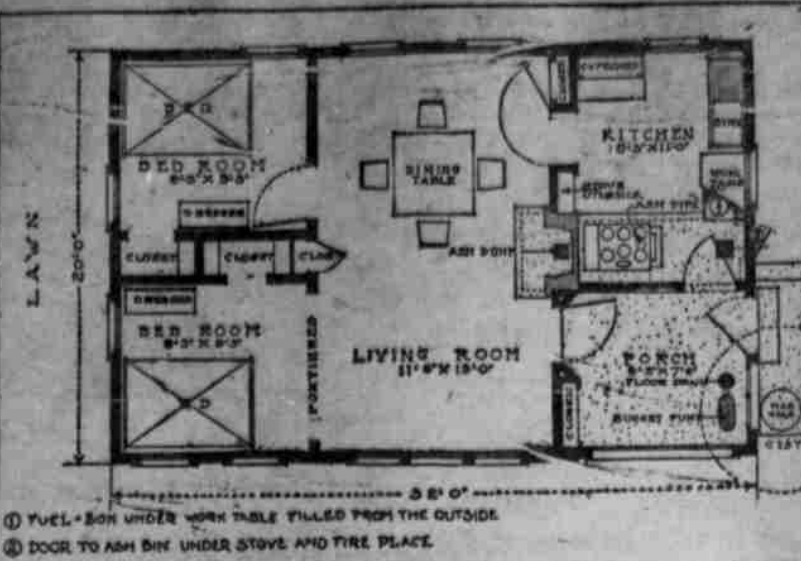
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What He Wanted to See.

Three-year-old Emerson had an idea all music was produced by a method similar to that of the talking machine, with which he was familiar. One time he attended a band concert and insisted on going up to the band stand after the band had played a selection. His father asked him why he wanted to go and he replied, "Want to watch them change the needles."

CHEAP FARM HOUSE FOR TENANT OR OWNER



FARM TENANT HOUSE.

(Prepared by the United States Department of Agriculture.)

A properly located and well-drained earth foundation is the prerequisite of a good gravel road, says the office of public roads, department of agriculture. It is a waste of material and labor to apply gravel to the surface of a road which is full of ruts and holes. A smooth, solid foundation is just as necessary as in macadam construction.

There are so many kinds of gravel that it is almost impossible to lay down principles of construction which will hold good in all cases. A road building gravel should bind well. The qualities of hardness and toughness are important, but not so important as the cementing value. The angular gravels with square, sharp fractures are the best. Water-worn creek or river gravel, which is round and clean, will seldom produce a satisfactory wearing surface. Such material may, however, be used for a foundation and bonded with a layer of suitable pit gravel.

Two deposits of gravel are seldom found which are exactly alike. When there are several pits to choose from, hand samples should be selected from each and carefully examined and if possible a test made to ascertain the cementing value of each. By separating the gravel, sand and clay a fair idea of the relative value of each may be ascertained. If there is still any doubt as to which is the best, a short stretch of road of each sample will indicate within a few months, not only the cementing value, but also the wearing quality of each.

If the gravel varies in size from very small pieces to large pieces, good results may sometimes be secured by separating the gravel with

The width of the gravel road will depend upon traffic conditions. It should be surfaced to a width of at least 12 feet, and if possible, to a width of from 14 to 16 feet. A narrow strip of gravel will wear out much more quickly than one which is a little wider. If the road is surfaced to a width of 16 feet, then the center of the road should be from five to eight inches higher than the outside edge of the gravel. This is sufficient for drainage. If the crown is higher than about an inch to the foot, the traffic will be forced to the center of the road and cause it to wear more quickly.

The cost of building gravel roads varies greatly in different parts of the country, depending principally on the distance materials are hauled and the cost of labor and teams. So far as can be ascertained, the average cost of building 19,500 miles of gravel road in Indiana was \$1473 per mile. The average cost of building 237 miles of gravel road in New Jersey was \$2,425 per mile. The New Jersey roads were surfaced to an average width of 15.3 feet and an average depth of 8.4 inches. The average cost of building 70 miles in Connecticut was \$3,741 per mile. The Connecticut roads were surfaced to an average width of 15.5 feet and to a depth of 8.3 inches.

APPLYING LIME TO THE SOIL

Most important Point to Be Observed is to Mix It Thoroughly—Have Particles Very Fine.

Some writers recommend that upon old, mossy meadows and pastures, lime should be applied to the surface before plowing, in order that it may help to quickly decompose the organic matter.

The main objection to this practice, writes R. D. Perry in *Perdue Agriculturalist*, is that the lime does not become well incorporated in the soil, and since some of it is turned to the bottom of the furrow and its tendency at all times is to work downward, it may be quickly carried not only away from the surface soil, but also from the reach of the plants.

The practice of liming such soils immediately after plowing and then thoroughly harrowing has been attended by excellent results. A most important point to be observed in applying lime of all kinds is to mix it with the soil as thoroughly as possible, the finer the particles the better the results.

Advantages of Spreader.

In using a spreader the manure is more evenly placed on the ground than can be done by the old-time method of using the fork. It is generally considered that fresh manure is of much more value than that which has been deposited in piles, owing to the loss in the latter by fermentation and leaching.

Interesting Cow.

The cow that makes a half ton of butter in a year is not nearly as interesting as the herd that average 300 pounds in the same time. The one is a freak, the other shows skill on the part of the owner.



Indiana Gravel Road.

a hand or power screen. Gravel roads built of screened gravel are usually superior to those built of unscreened gravel, although there are exceptions to this rule.

When the gravel is separated, the coarse is used for the foundation, the medium sized pieces for the wearing course, and the fine gravel and dust for the binder as in regular macadam construction. If there is an excess of earth, sand, or clay, as is often the case, these can and should be removed by screening.

An outfit consisting of a gasoline engine, hopper, elevator, revolving screen and medium sized bins for three sizes of gravel will cost in the neighborhood of \$1,300. For a small additional outlay a drum and cable may be attached to the engine with which to operate a bucket conveyor to carry the gravel from the pit to the hopper.

There are many different methods of building gravel roads in use in various parts of the country. Most of them, however, are built without method or plan. Some fail because the material is poor, but the majority of the failures is due to the fact that the material is not properly applied to the road.

The following are the principal causes of failure. First: poor material; round water-worn gravel; too little binder or too much sand, earth or clay. Second: unstable foundations; placing gravel on surfaces filled with ruts and holes. Third: poor drainage; too flat, or too high in the middle, side ditches too deep or not deep enough, culverts which are too small, or which are laid so flat that they are soon filled with silt or trash. Fourth: spreading gravel in dry weather, dumping it in piles and leaving it for the traffic to spread. Fifth: making the road too narrow to accommodate the traffic, or so narrow that wagons will track and soon cut the surface into ruts. Sixth: failure to keep ruts and holes filled with gravel.

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AT THE CHURCHES.

Cumberland Presbyterian Church—J. B. Eshman, Pastor. Sunday School at 9:30. Preaching at 11 a. m. Christian Endeavor 6:15. Preaching at 7:15 p. m.

First Baptist Church—Rev. C. M. Thompson, Pastor. Services as usual.

Sunday School—9:30 a. m. Morning Service—11:00 a. m. B. Y. P. U.—6:00 p. m. Evening Service—7:00 p. m.

Second Baptist Church—Rev. W. R. Goodman, Pastor. Sunday School—9:45 a. m. Preaching—11 a. m. Prayer meeting every Wednesday night—7:15 p. m.

Methodist Episcopal Church—Rev. A. R. Kasey, Pastor. Sunday School—9:30 a. m. Morning Service—10:45 a. m. Epworth League—6:30 p. m. Evening Service—7:30 p. m. Prayer meeting at 7:30 p. m. every Wednesday.

Westminster Presbyterian Church—Rev. C. H. H. Branch, Pastor. Sunday School—9:30 a. m. Men's Bible Class—10:00 a. m. Morning Service—11:00 a. m. First Presbyterian Church—Sunday School—9:30 a. m. Christian Endeavor—6:15 p. m. Weekly Prayer Meeting—Wednesday—7:15 p. m.

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Notice To Contractors.

Sealed bids will be received by the Fiscal Court for working and keeping in good repairs all of the earth roads in Christian county, together with the bridges and culverts thereon, for a period of time beginning Apr. 20, 1914 and ending Apr. 1, 1915. Parties desiring to bid on this work will be required to make bids on all roads in any one voting precinct. Bond with approved surety will be required of all contractors. Bids will be received any time from now until nine o'clock Monday, April 20, 1914, by the County Road Engineer, who will furnish any other information desired. The Fiscal Court reserves the right to reject any and all bids.

J. H. DILLMAN,
Road Engineer.

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For a limited time, and subject to withdrawal after 30 days, the well-known publishing house of the J. B. Lippincott Company, Philadelphia, founded in 1792, offers to the readers of this paper a 12 months' subscription to "Lippincott's Magazine" and a year's subscription to the *Kentuckian*, both for \$3.00. This is the price of a twelve months' subscription to "Lippincott's" alone. Additional to obtaining every issue of this paper for a year, our readers will receive in "Lippincott's," 12 great complete novels by popular authors, 105 short stories, crisp, entertaining, original; 45 timely articles from the pens of masters, and each month some excellent poems with the right sentiment, and "Walnuts and Wine," the most popular humor section in America. To obtain this extraordinary offer prompt action is necessary. Remit to J. B. Lippincott Company, Washington Square, Phila., Pa. Advertisement.

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